

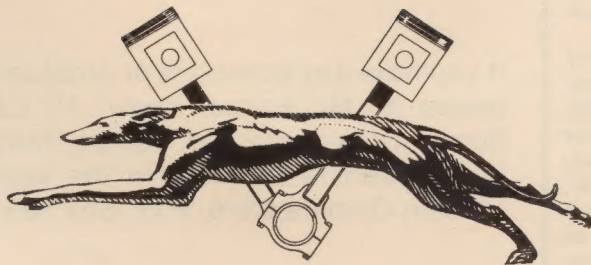
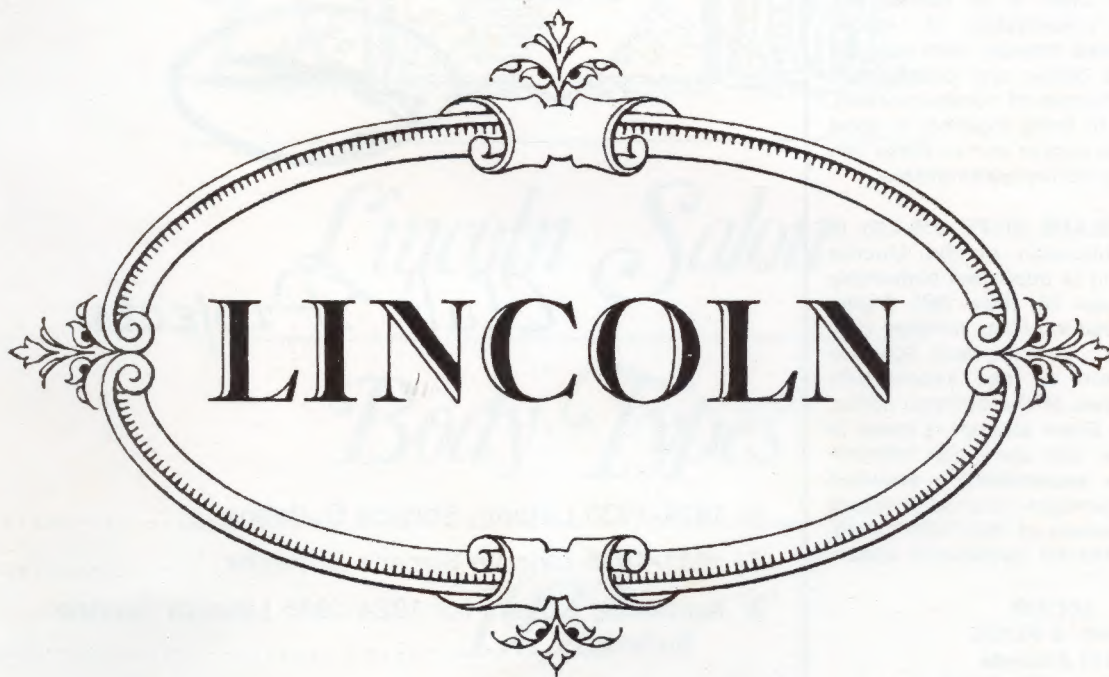
# The Fork & Blade

THE PUBLICATION OF THE LINCOLN OWNERS' CLUB INC.



VOLUME 19 NO. 4

JULY-AUGUST 1980





# The Fork & Blade

(USPS 055-430)

Lincoln Owners' Club Inc.

P.O. BOX 189

Algonquin, Il. 60102

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Rick Zobelein

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**THE LINCOLN OWNERS' CLUB, INC.** is a non-profit membership corporation chartered in the state of Connecticut. The purpose of the club is to further the restoration and preservation of Lincoln Motorcars produced through 1940 with the exception of the Zephyr and Continental. By providing a channel of communication, the club strives to bring together in good fellowship all who own or admire these fine examples of automotive craftsmanship.

**THE FORK & BLADE** (USPS 055-430) is the official publication of the Lincoln Owners' Club and is published bi-monthly at 821 W. Chicago St. (Box 189), Algonquin, Il. 60102. Second class postage paid at Algonquin, Il. Articles and opinions expressed herein do not necessarily represent the views of the officers, editor, or membership. Every attempt is made to publish accurate and beneficial information; however, no responsibility is assumed by the club for damages incurred or losses sustained as a result of this information. Material submitted for publication should be mailed to:

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**FORK & BLADE**

2510 Alameda

San Mateo, Ca. 94403

## PUBLICATION DEADLINES

December 15.....Jan.-Feb. Issue  
February 15.....March-April Issue  
April 15.....May-June Issue  
June 15.....July-August Issue  
August 15.....Sept.-Oct. Issue  
October 15.....Nov.-Dec. Issue

**MEMBERSHIP DUES** are \$10.00 a year, of which a portion is applied to a calendar year subscription to the FORK & BLADE magazine. Memberships are nonretroactive and commence on January 1 or date paid, and expire on December 31. New memberships received between November 1 and December 31 are valid for the remainder of the year in which paid, plus the following year.

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JULY-AUGUST 1980

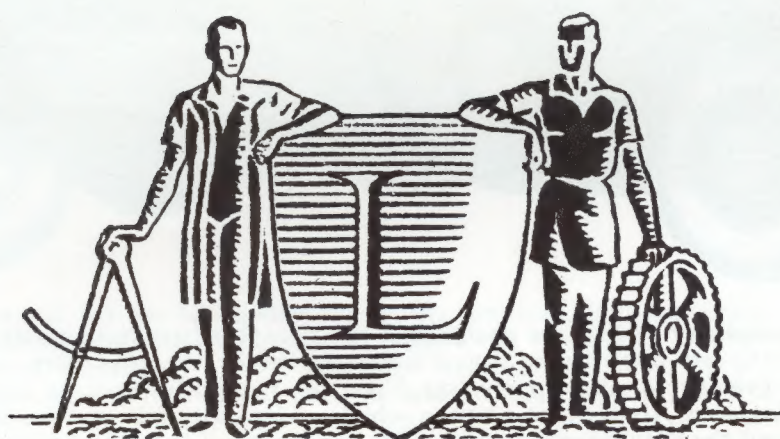
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# Club Projects

1. 1924-1930 Lincoln Service Bulletins .....	\$ 30.00
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If you have any questions or problems regarding the club projects please let Mr. Harper know. All L.O.C. reprints are sold on a money-back guarantee. You pay the postage and see that the item in question is returned in the same condition sent. Projects, Lincoln Owners Club, P.O. Box 189, Algonquin, Il. 60102.



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*Lincoln Salon*

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*Body Types*

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*1932*

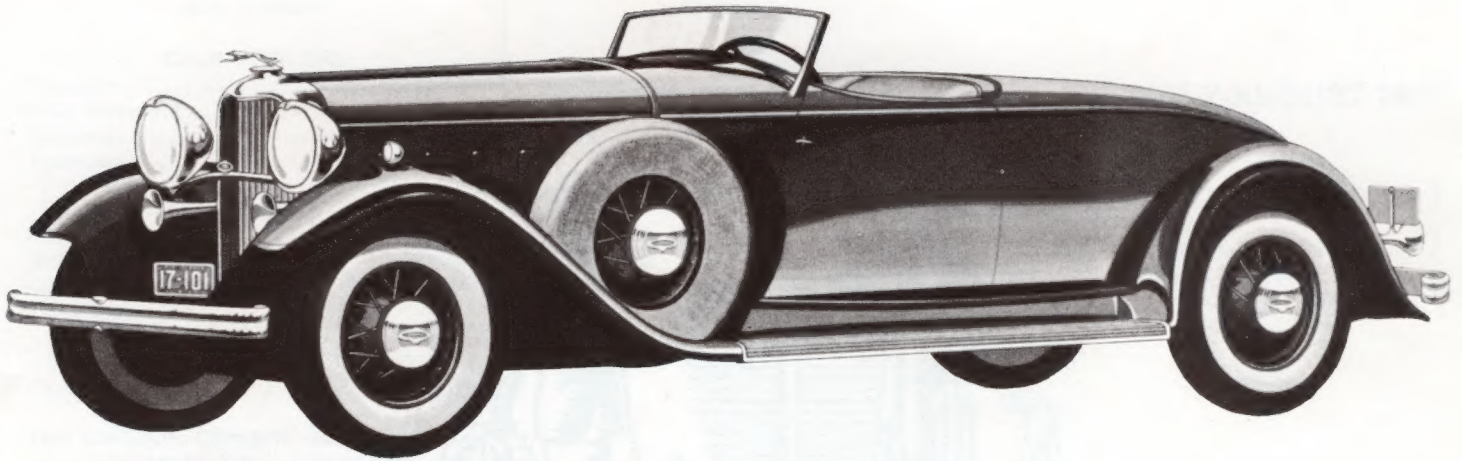
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## THE ROADSTER

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BY MURPHY

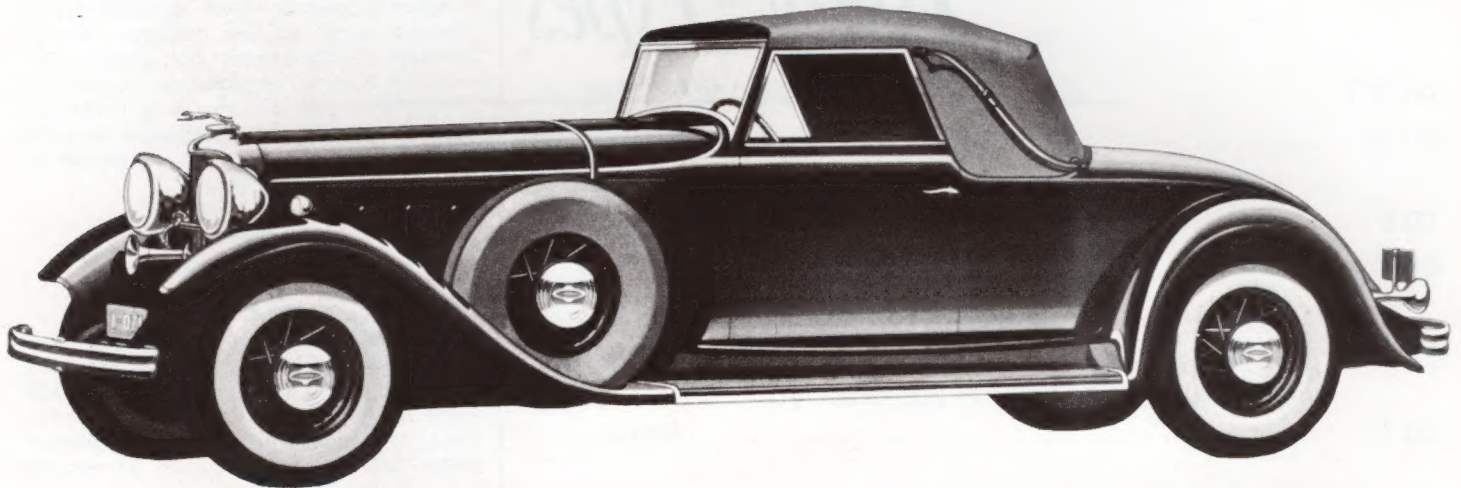


In carrying out a fresh simplicity of line the designer of this fleet Roadster has greatly increased its beauty by completely concealing the top when folded into a compartment of the rear deck. A hinged lid covers this compartment and no evidence of the top remains. This top, readily lowered or raised, when concealed permits unbroken sweeping lines from front to rear which adds materially to the general streamlining effect. Here are combined all the advantages in appearance and utility of the open roadster with the complete protection of the coupe. This fine body is light in weight, quiet, with an extremely low center of gravity.

## THE CONVERTIBLE ROADSTER

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BY LE BARON

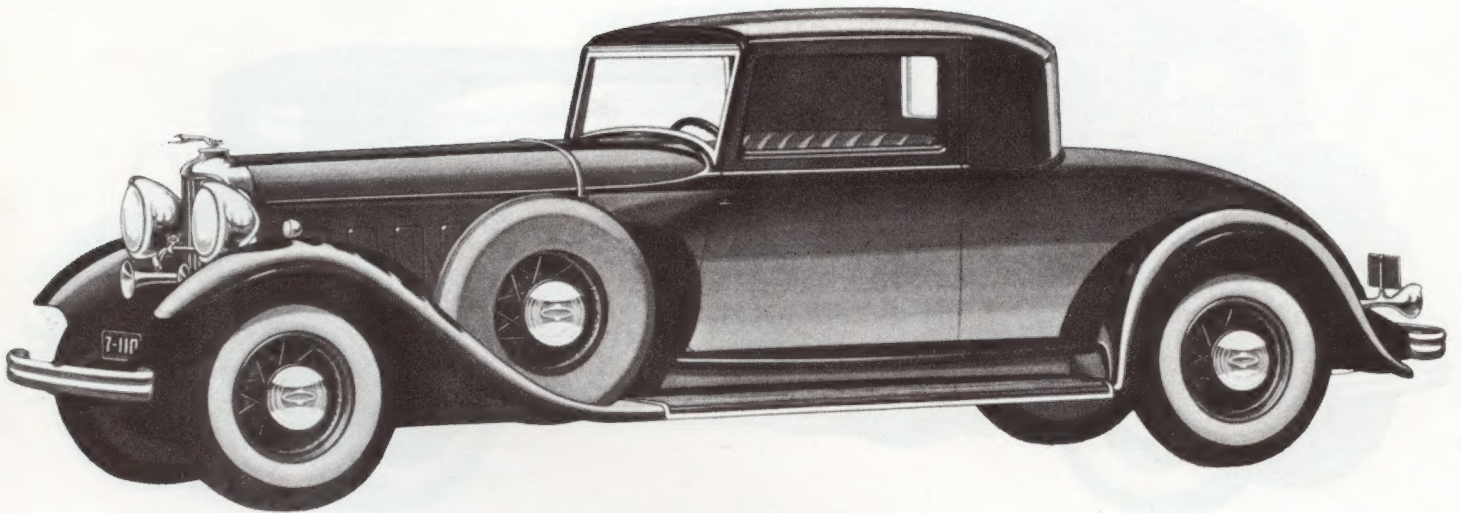


This smart appearing roadster can be converted easily into a collapsible coupe. With the top folding very low and compactly into a recess behind the front seat, the perfect streamlines are preserved. The top mechanism is exceptionally simple in operation and almost completely hidden from view. The rear deck lid is in two sections. The rear section which forms the back support for the seat is adequately high, but not high enough to interfere with the vision of the driver through the rear window. A door in the curb-side permits stowage of golf clubs or other articles in a compartment forward of the rumble seat.



## THE COUPE

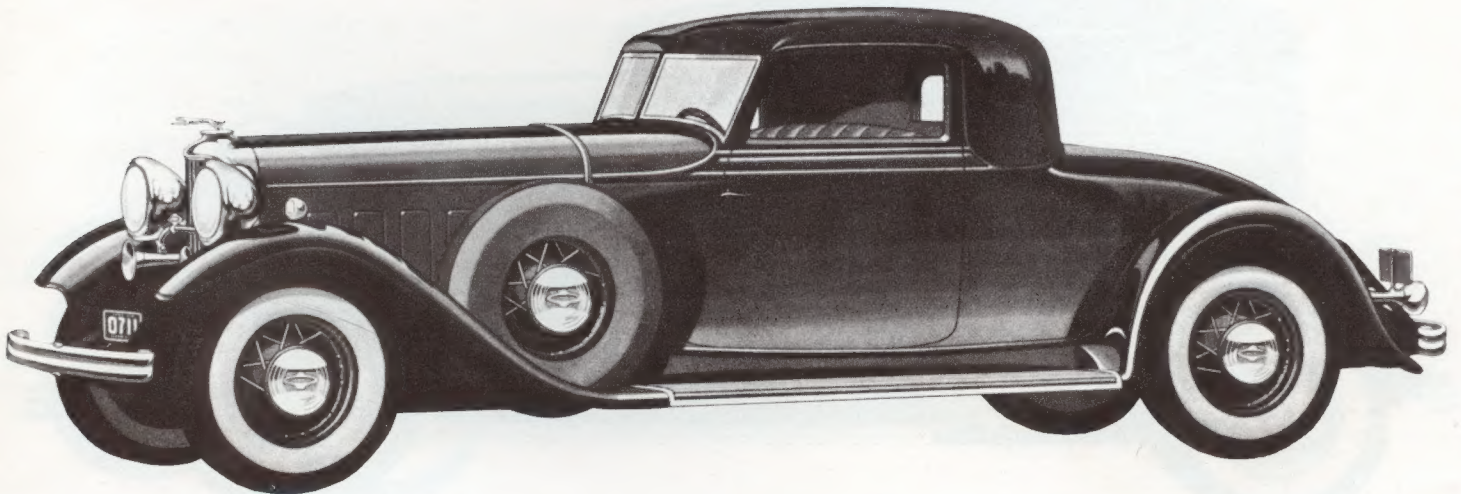
BY JUDKINS



This is a distinctly personal car for the owner-driver. Its low roof, long sweeping rear deck and continuous belt line tapering toward the radiator emphasize its length and sleekness. The whole car seems to hug the road closely. The inclined windshield affords complete freedom from the glare of headlights through the rear window. The single narrow front pillar and the wide windows allow full driving vision. Doors are unusually wide, allowing easy access. The adjustable seat is of ample width to seat three persons comfortably. The coupe is offered either with rumble seat or with the entire rear deck available for carrying luggage.

## THE COUPE

BY DIETRICH

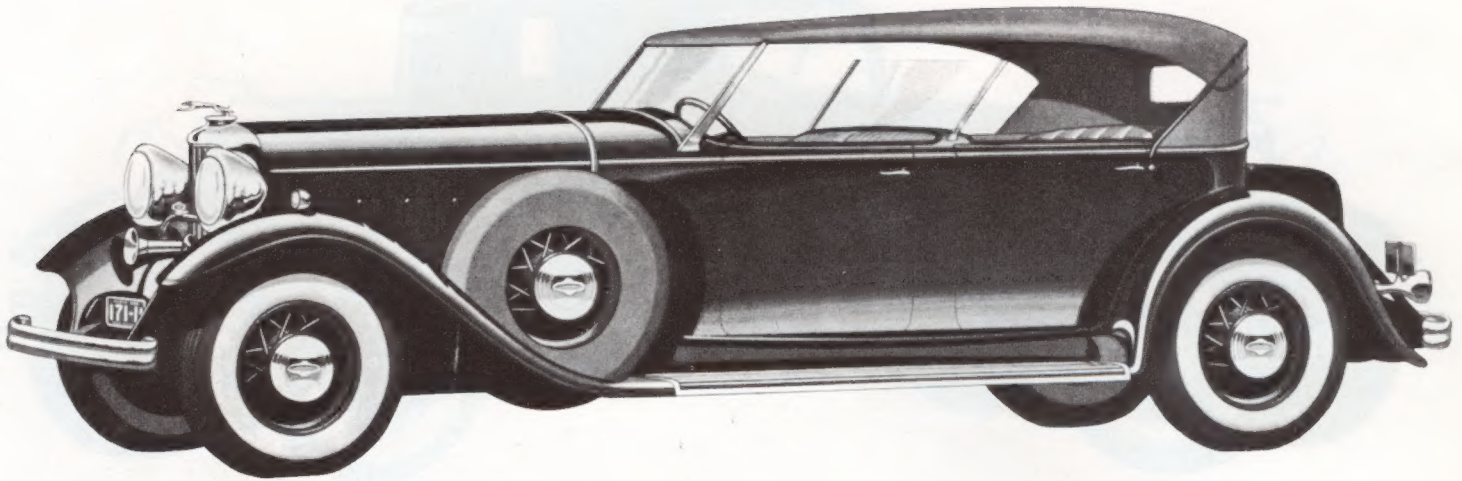


Graceful, air-flow lines distinguish the two-passenger coupe by Dietrich. Its streamline effect is enhanced by the rakish angle of the V-type windshield and the attractive downward sweep of the coach-sill line. The upper back of the body is also sloped downward and outward, giving great roominess. The front pillars are of manganese bronze, of small section but great strength, giving unhampered vision. The seat, with its high, comfortable back, is adjustable. Arm-rests are fitted to both doors. This Dietrich type is offered in two styles, one with the rear compartment for luggage, the other with a rumble seat.



## THE FOUR-PASSENGER PHAETON

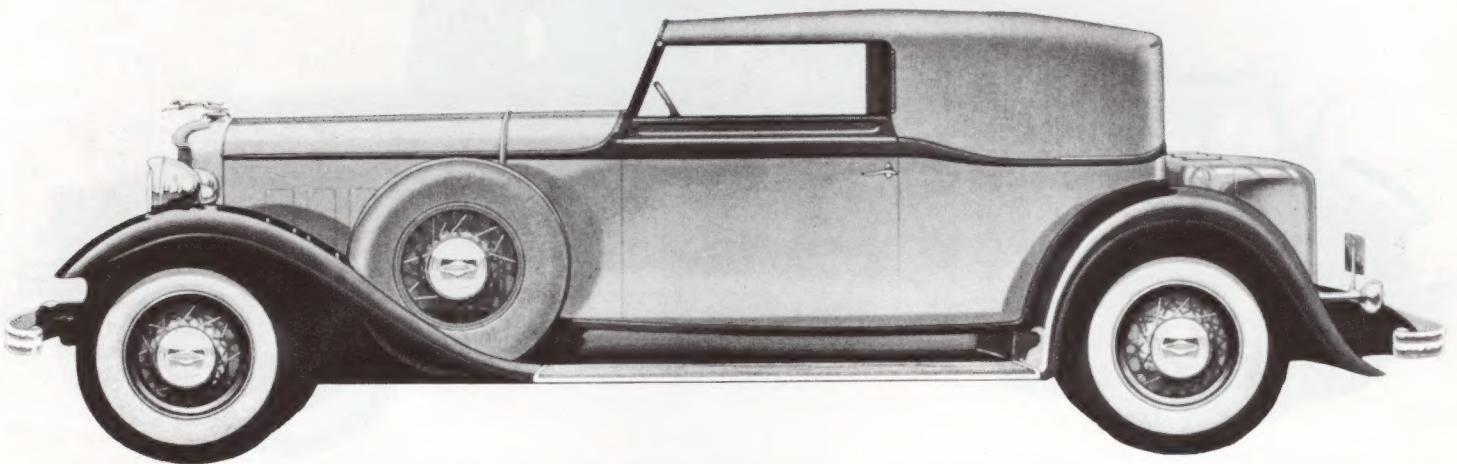
BY BRUNN



An ideal, modern motor car for those who enjoy the informality of open-air driving. Sporting, masculine in appearance, gracefully long and low, its fleet lines express the dashing spirit of luxurious automobile transportation. Tonneau windshield protects the occupants of the rear seat. The top is easily raised or lowered, folding compactly and snugly into the sweeping body lines. This car is designed for four passengers, though five may ride in comfort. The front seat is adjustable. Spare wheels are carried in fender wells. A neatly designed but roomy trunk provides adequate luggage space at the rear.

## THE CONVERTIBLE VICTORIA

BY WATERHOUSE

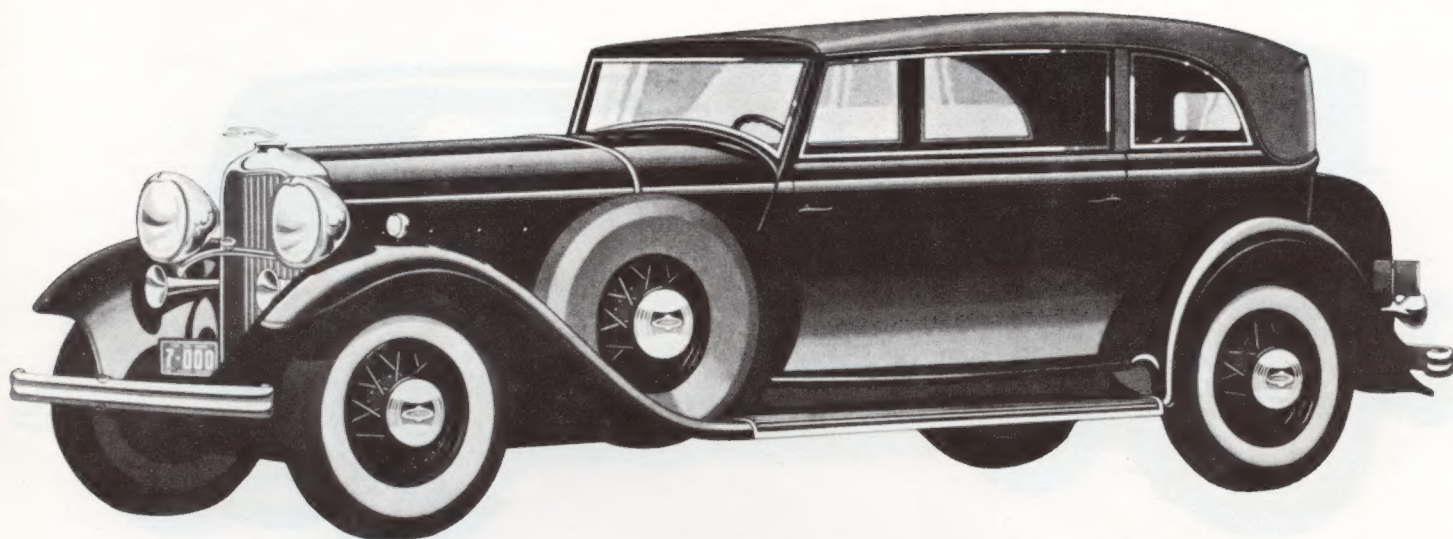


This five-passenger coupe of convertible type reveals lines of continental smartness. A low, rakish-appearing sport car, it appeals particularly to those desiring a car which can be quickly converted from a dashing open phaeton into a snugly enclosed victoria. The top folds down neatly to rest on a level with the body. Front seats are of the bucket type, adjustable and very comfortable. Doors are unusually wide, permitting easy access to the rear seat. An unusually large metal chest finished in the body color is fitted at the rear. Spare wheels and tires are carried in fender wells.



## THE DOUBLE-ENTRY SPORT SEDAN

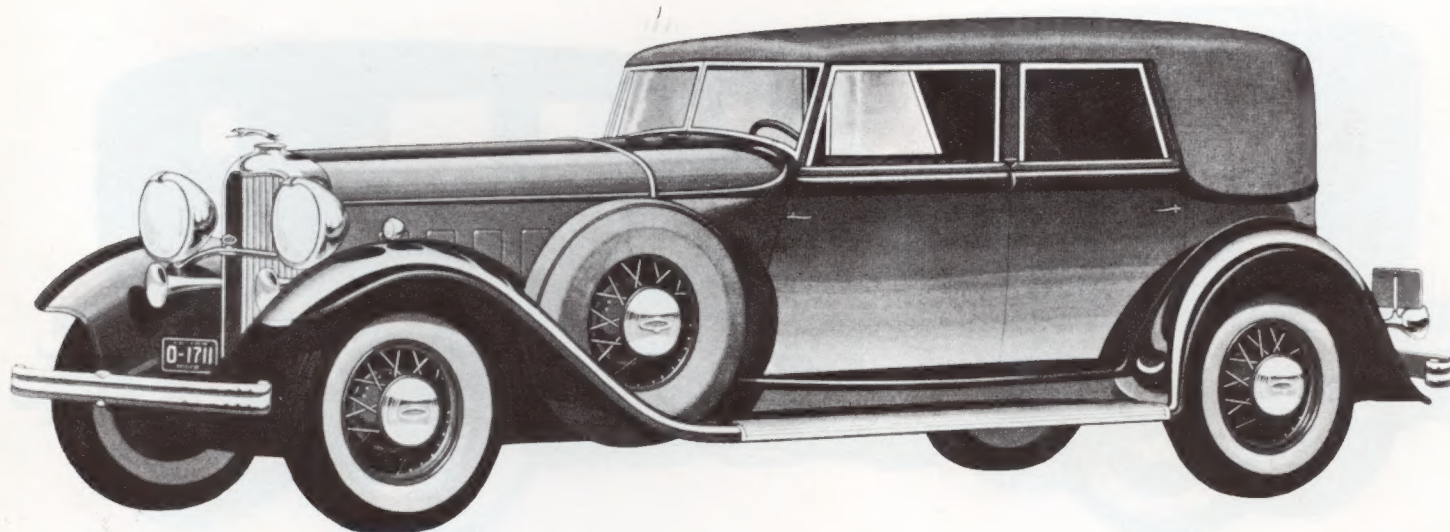
BY BRUNN



A unique feature of this Sport Sedan is the double-entry door, covered by patents in all principal countries, introduced for the first time to American motorists. The door may be opened from either the right or left side. When closed, it is fastened rigidly at both sides and is less likely to rattle than standard doors. The uninterrupted side panel which it makes possible adds to the graceful beauty of the body lines. Passengers may leave or enter the rear compartment without disturbing those in the front seat. All other features of the car are of the quality that may be expected from this master builder of fine bodies.

## THE CONVERTIBLE SEDAN

BY DIETRICH

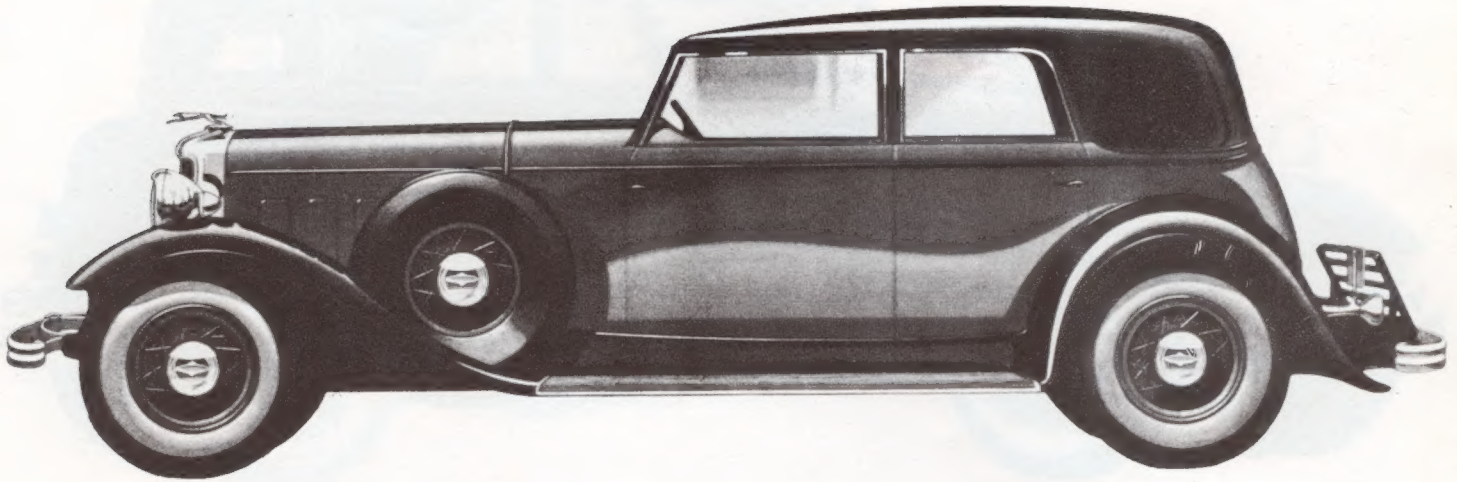


Here are combined the luxurious comfort of a closed body and the flashing grace of an open car. Being completely convertible, this smart body type may be transformed either into a formal chauffeur-driven car with closed rear compartment, a sedan for informal, family use or a dashing phaeton-type for fair-weather driving. The smart top can be folded completely below the belt line. The interior seats five persons in comfort. A center arm-rest may be folded back to form part of the back seat cushion. The windshield is of the V-type, set at a rakish angle, paralleled by the lines of the front doors, thus affording plenty of entrance room.



## THE SPORT BERLINE

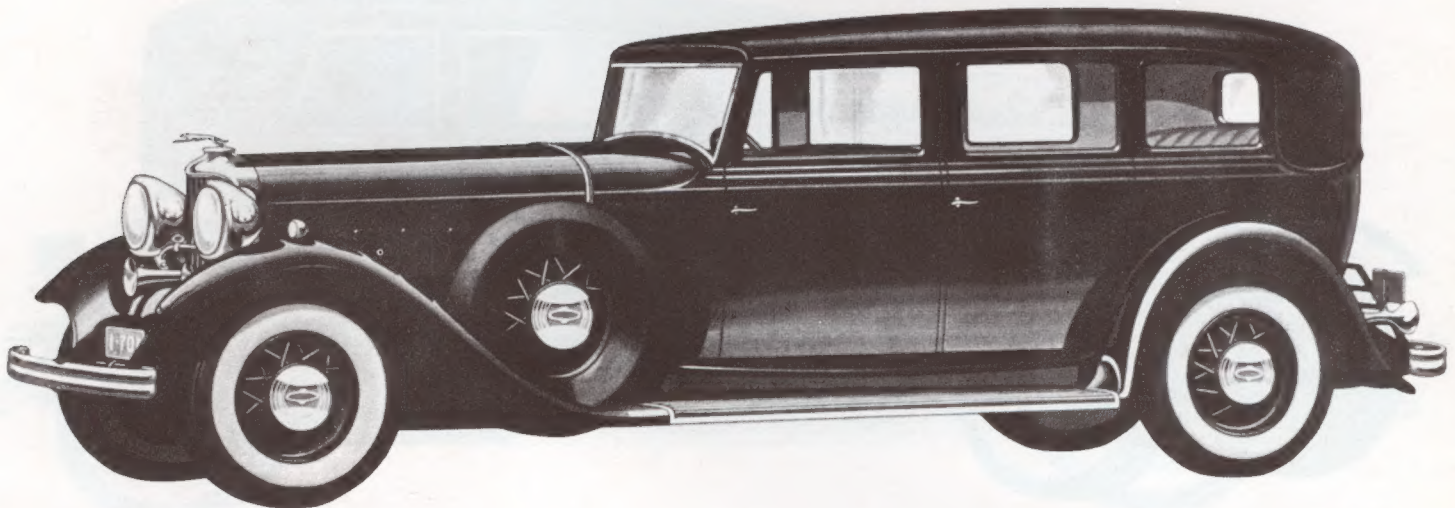
BY DIETRICH



Into this formal closed car, of non-convertible type, have been moulded unusually fresh and mobile lines, carried out by the downward sweeping coach-sill line and the continuous cowl, running from the top of the front door over and behind the rakishly slanting windshield. Window glasses, encased in frames as in a convertible, drop out of sight in the half-length doors and are covered automatically by a lid. The rear seat accommodates three persons comfortably. Interior trim is severely tailored, with mouldings or rare wood, toilet cases and smoking sets. The rear seat back is hinged to give ready access to a small compartment in the rear deck.

## THE LIMOUSINE

BY WILLOUGHBY

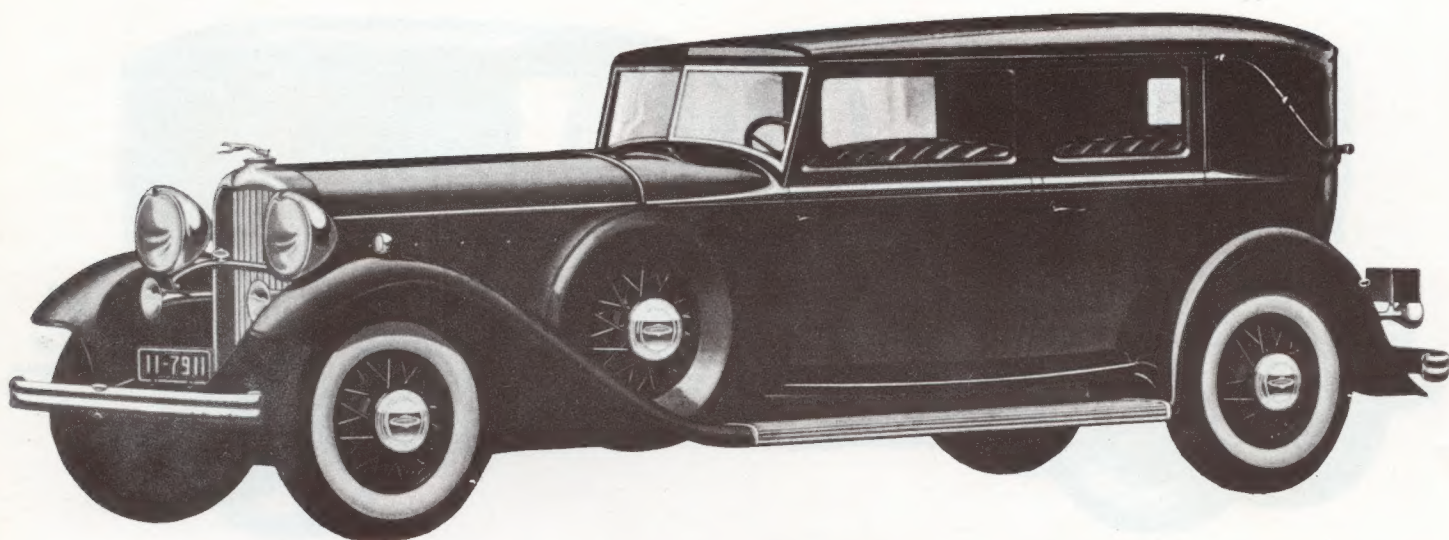


In keeping with the formality of its function, this elegant equipage is of a dignified and conservative design. The curved coach-sill, the sharply slanting windshield and sweeping streamlines create an impression of extreme length and lowness. Windshield is of one piece, adjustable. Interior sun-visors are provided. Wide doors, deeply cushioned seats, unusual headroom and general spaciousness all contribute to the luxurious transportation of seven passengers. Auxiliary seats are individual folding armchairs facing forward. The interior is embellished with rich fittings, hardware and upholstery that enhance this fine car's reserved beauty.



## THE TWO-WINDOW BERLINE

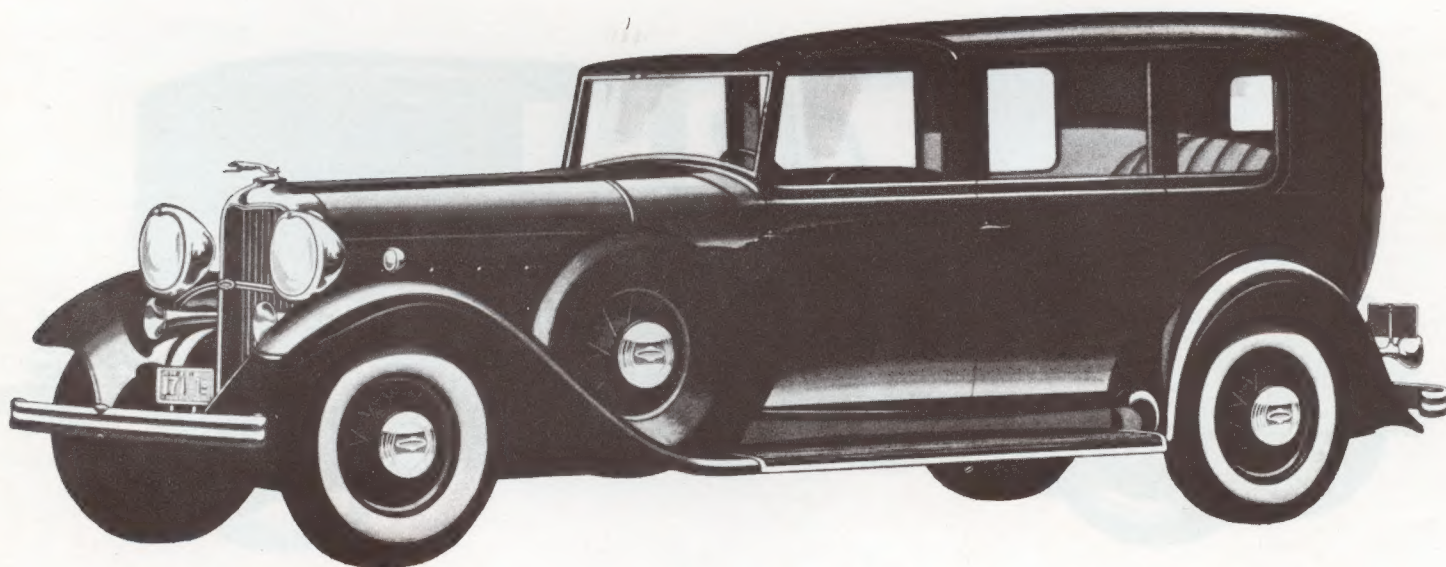
BY JUDKINS



An ingeniously designed motor car that can be used either as an owner-driven sedan or as a formal chauffeur-driven limousine. This is made possible by the design of the partition window, which disappears completely when lowered. By raising this window, the front compartment may be completely segregated. The long cowl, slanting V-type windshield, high belt and wide windows unite to give an appearance of added length to a car which provides generous room in the front and rear compartment. Use of the new coach-sill line gives the car an appearance of lowness and security and accentuates its graceful, flowing lines.

## THE TOWN CAR

BY ROLLSTON



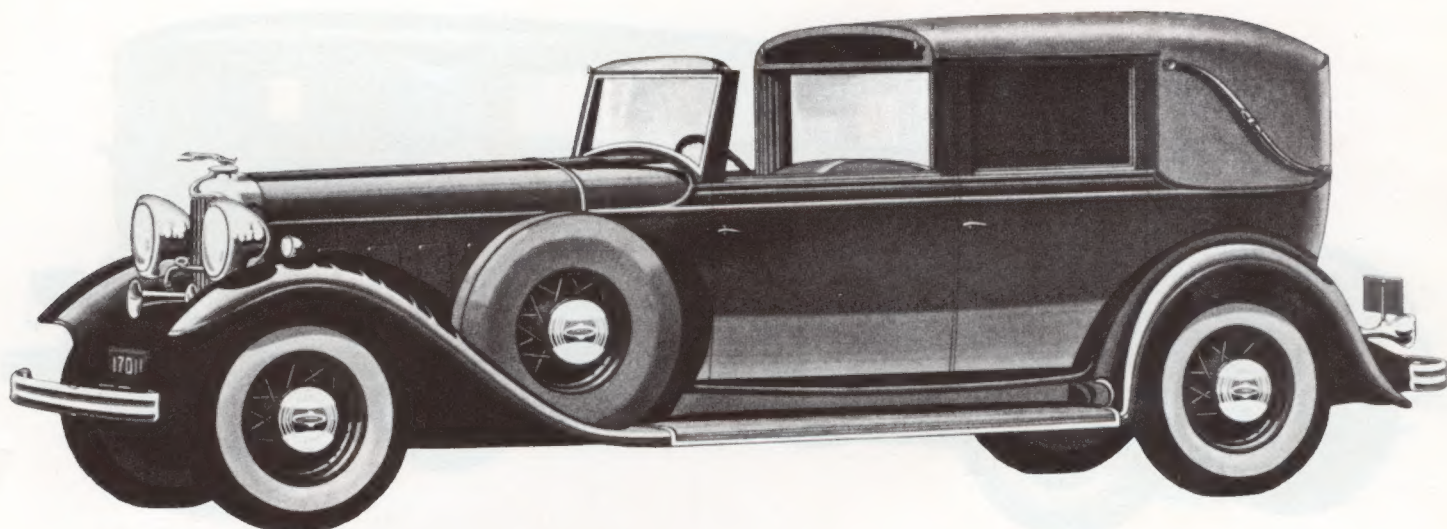
A conservative richness marks this town car as a dignified metropolitan coach. The seven-passenger body is commodious. Two large auxiliary chairs with spring cushions meet in the middle and in emergency can seat three persons. Plenty of leg room for those riding in the chairs is provided by large recesses in the division, into which the chairs fold flush when not in use. The appearance of roominess is accentuated by deep side panels. The canopy over the driver's seat may be folded away in a recess in the roof back of the compartment and covered by a metal panel which folds flush over the opening.



## THE ALL-WEATHER CABRIOLET

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BY BRUNN

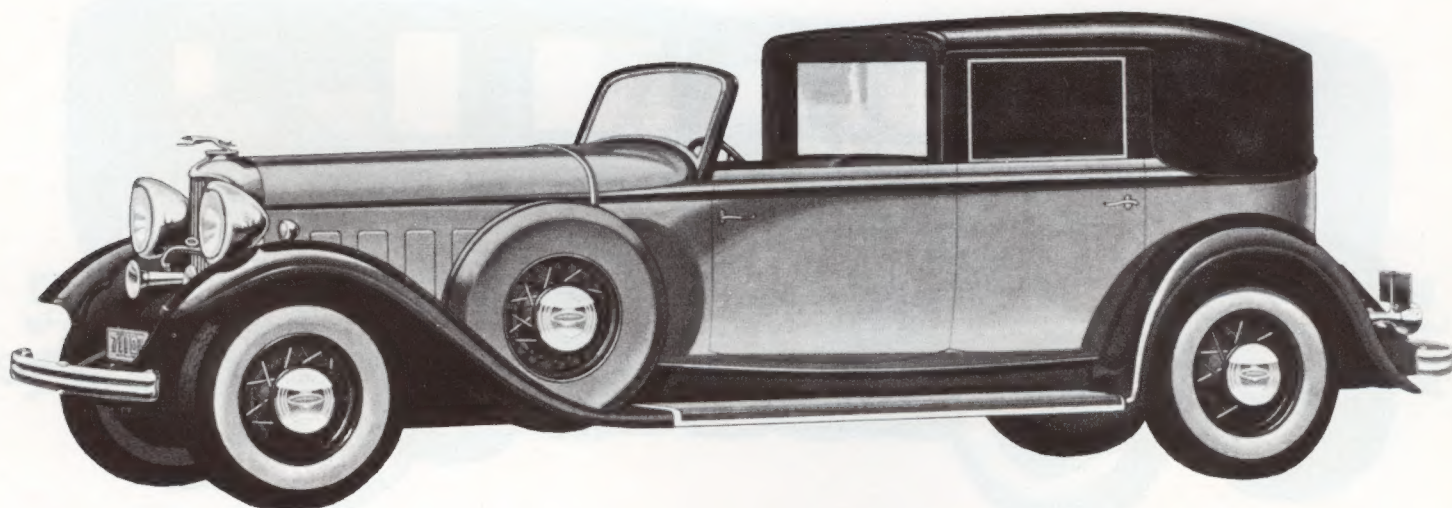


A simplicity of line, both dignified and exclusive, marks this formal town car of metropolitan smartness. Graceful curves carry the body panels below the chassis frame. The raised belt-line enables the occupants to sit deeply within the body, adding to the exclusiveness for formal use. When desired, the rear quarter top of leather may be lowered. The front compartment may be converted without trouble into an open drive. Interior finishings are luxurious. Both the rear cushion and back are independently adjustable for greater riding comfort. The spacious interior is accentuated by forward-facing auxiliary seats which fold flush with the division wall.

## THE TOWN CABRIOLET

---

BY LE BARON



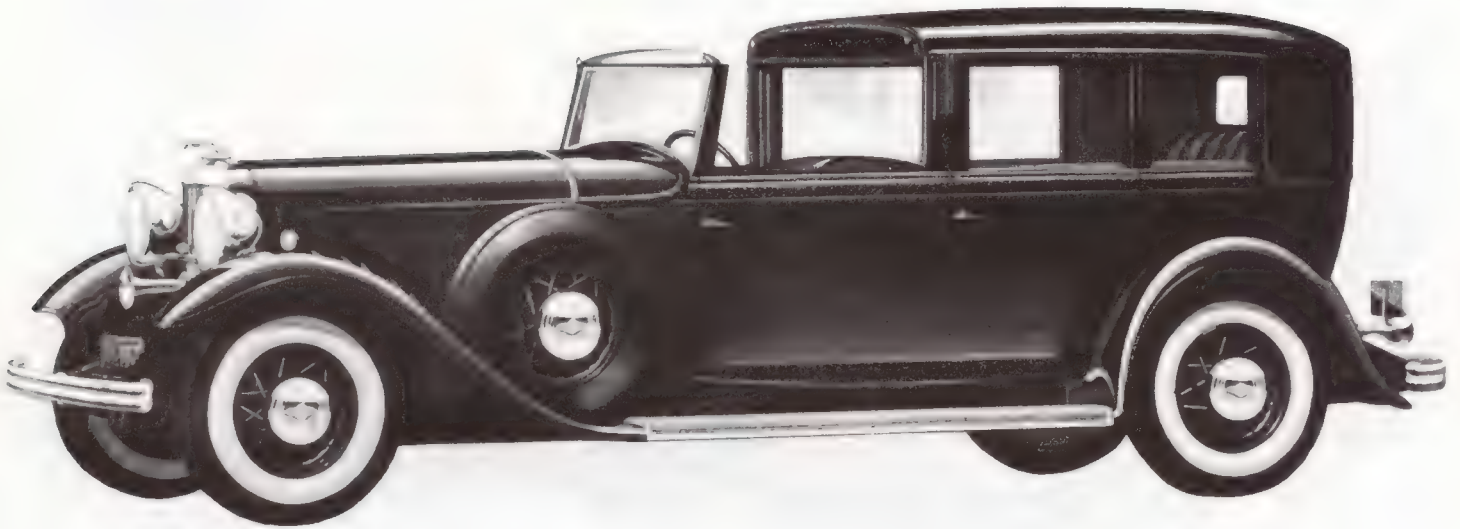
Long and low, with graceful lines accentuated by the prominent roll belt and the downward sweep of the coach-sill, this Le Baron type displays a most distinctive character. The center body pillar is a heat-treated aluminum casting, securely anchored to the body sill and to the roof members, giving exceptional strength. Much smaller in section than wood construction this casting affords occupants of the tonneau an increased vision. Mouldings and wainscot panels, in rich tones of mahogany, have an inlay of Bombay rosewood. An electric clock is centered in the partition wainscot panel. Toilet compartments contain a cigar lighter, scent bottle, notebooks and other needful accessories.



## THE ALL-WEATHER BROUGHAM

---

BY BRUNN

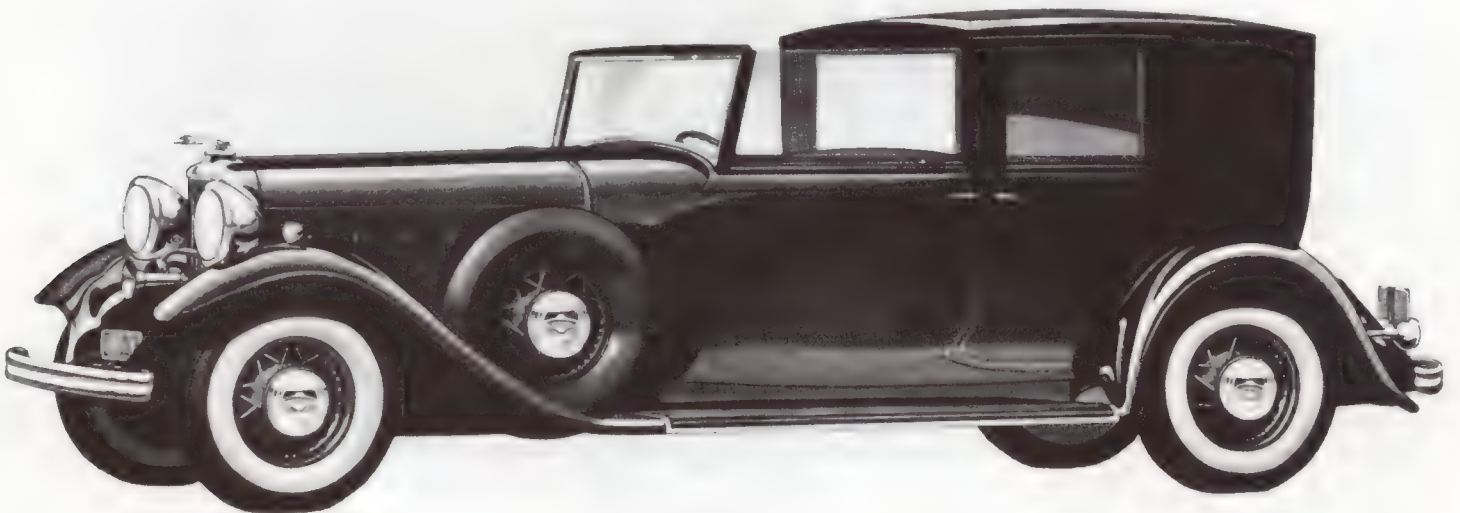


Finely moulded lines of this car are well worthy of its maker's high tradition. An outstanding feature is the generous roominess made possible by the long chassis. Spaciousness is most marked in the rear compartment, enhanced by the forward-facing auxiliary seats which fold flush with the division wall. The rear cushion and back may be adjusted independently of each other as individual tastes dictate. A soft foot rest of padded sponge rubber increases riding comfort. This Brunne type may be converted into an open drive by lowering the front windows and folding the canopy top out of sight back of a panel in the roof over the division window.

## THE PANEL BROUGHAM

---

BY WILLOUGHBY



An eminently correct motor car for formal use is this Willoughby Panel Brougham. The plain effect of the body, its sweeping lines and downward curving coach-sill are distinguishing characteristics reminiscent of carriage days. The car has an appearance of unusual length. Preserving the carriage brougham atmosphere a dove-gray doeskin has been used for the interior trim. Panels, hand inlaid with silver and matching the mouldings and vanity cases, are used below the window spaces. Auxiliary seats of opera type face backward and, when closed, fold flush forming a panel of the division.



---

## MECHANICAL NOTES

---

Wheelbase of the Lincoln V-12 is 145 inches with a tread of 60 inches, providing an unusual amount of body room. Yet, the turning radius in either direction is less than 27 feet.

☆

Brake horsepower is 140. Acceleration, or pick-up, is rapid—with silky smoothness and remarkably flexible high gear performance.

☆

Because of the special design of the Lincoln engine—with the two blocks of cylinders set at a V angle of 65 degrees to give irregular intervals between firing impulses—rhythmic vibration is eliminated.

☆

Seven main bearings hold the heavy crankshaft in perfect alignment. Twelve counter balances combined with accurate balancing of the crankshaft itself assure exceptional freedom from vibration and minimum wear on main bearings.

☆

Accurately fitted crankshaft and connecting rod bearing surfaces—carefully honed and aligned cylinders with correctly fitted pistons—make it possible to run the Lincoln at high speeds right from the start. No running-in period need bother the owner.

☆

Silent and smooth operation of the engine is augmented by an automatically adjustable camshaft drive chain, which also drives the generator and pump. The camshaft actuates the diaphragm fuel pump insuring its positive operation.

☆

A vibration dampener, light aluminum pistons, rubber engine mountings, and precise fitting of all parts contribute to the smooth operation of the Lincoln engine.

☆

To maintain proper temperature for best operation of the Lincoln engine, the capacity of the water-cooling system is unusually large, the fan of high efficiency, with radiator shutters as well as side hood ventilators operated automatically by individual thermostats.

☆

As a means of preventing excess heat from reaching the floor boards of the front compartment, the exhaust pipe has been carried forward of and below the engine.

☆

A special silencer, combined with an air-cleaner, is attached to the dual down-draft carburetor. The design of this carburetor permits the introduction of a greater volume of fuel into the firing chamber, serving to increase power.

☆

The safety and sturdiness of Lincoln body and chassis construction is beyond question. Lincoln brakes are always dependable. Their mechanically operated self-energizing action gives exceptional braking force. Care in designing the entire brake mechanism gives balanced braking action on all four wheels.

☆

Brakes of the Lincoln V-12 are equipped with a vacuum booster attachment which multiplies the effect of the foot pressure placed upon the foot pedal. This is a feature of unusual interest to women drivers. An adjustment is provided for summer and winter, wet and dry road conditions.

☆

Shifting of gears is accomplished quietly and smoothly. A new type of free-wheeling on all forward speeds is conveniently operated from a lever on the dash.

☆

Gear shifting is easier and more precise on account of a new silent-synchronizing device installed in the transmission.

☆

Second speed gears are of helical type which make running in this speed remarkably quiet.

☆

Remarkable riding comfort results from the deeply cushioned seats, from the long and sturdy semi-elliptic springs, and from the hydraulic shock absorbers which are of the double-acting type. Smaller wheels with larger tires also contribute to riding comfort.

☆



# LINCOLN Twelve 1932

Model V12—145" Wheelbase  
Serial Numbers KB-1 to KB-1,999\*\*

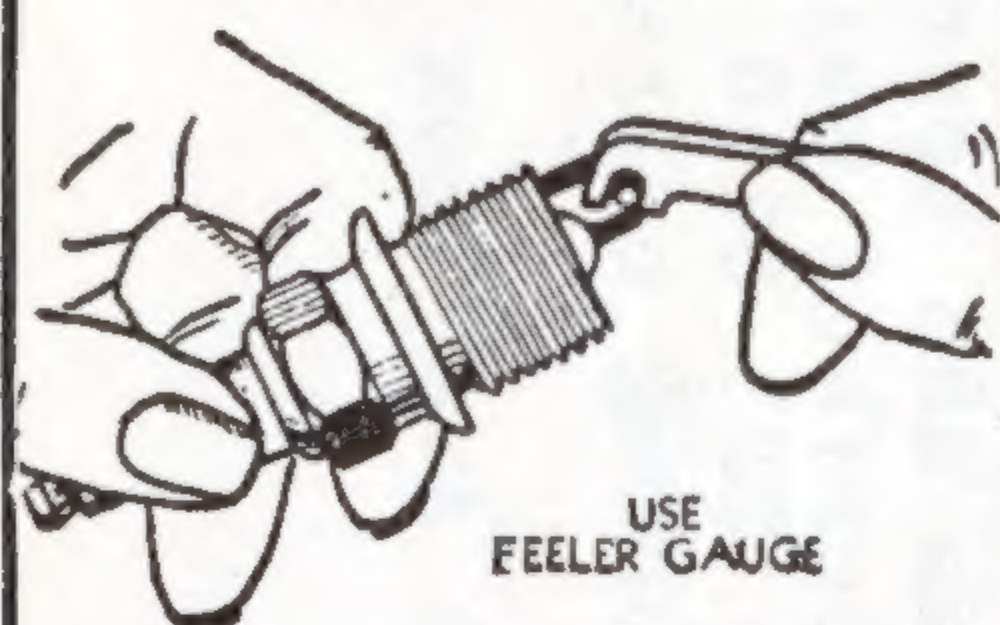
## A. E. A. TUNE-UP SYSTEM

Standards of Adjustment  
Automotive Electric Association  
Issued January, 1935

Form No. LI-5

### IGNITION

#### SPARK PLUGS

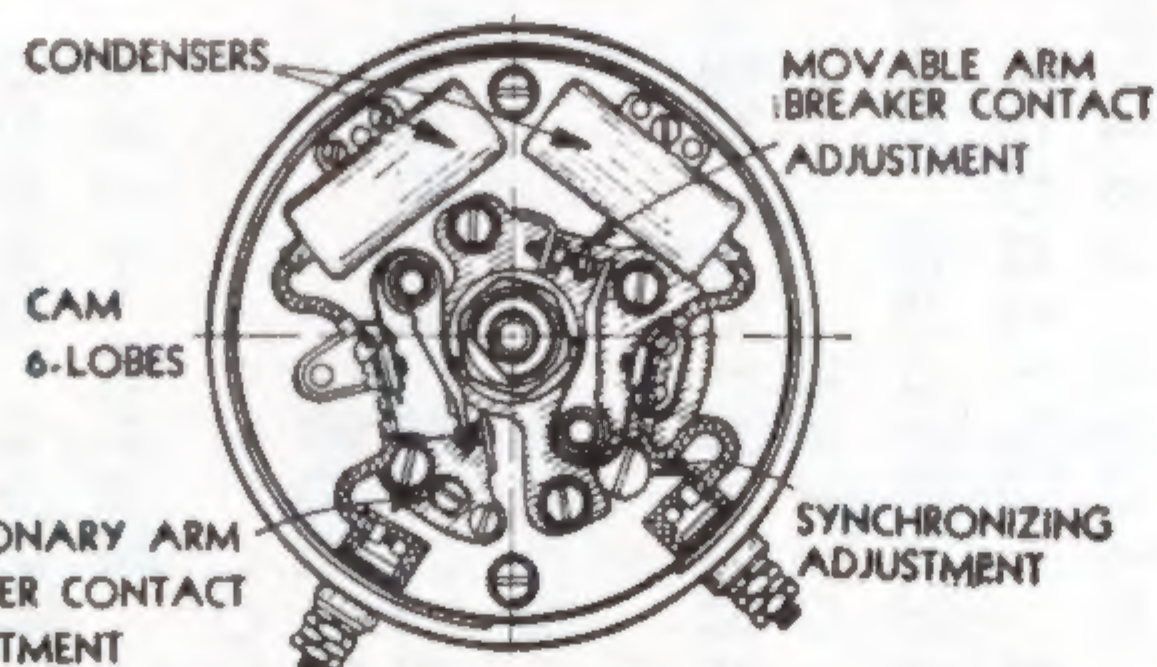


Size  $\frac{7}{8}$ " S.A.E Gap .025"  
Original Equipment  
Champion Type C-4  
Consult Champion  
Operating Range  
Chart\*

#### Distributor

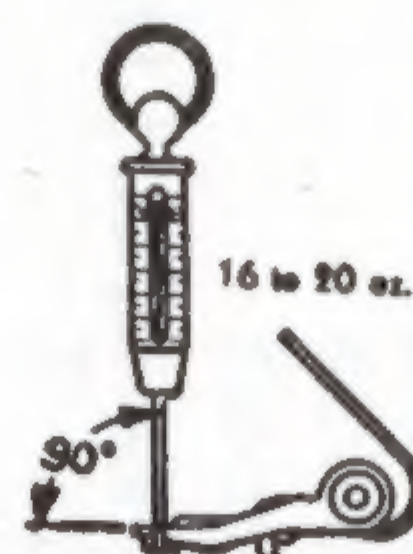


Auto-Lite  
No. IGM-4001  
Firing Order  
1L-2R-5L-4R  
3L-1R-6L-5R  
2L-3R-4L-6R

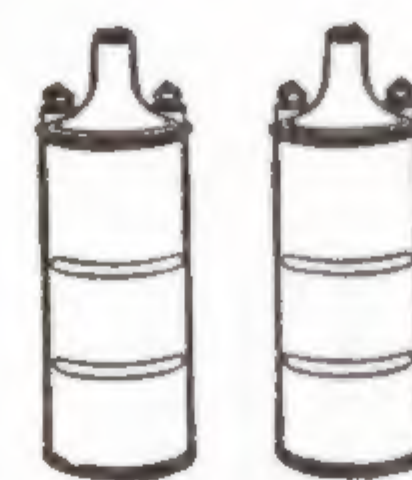


Breaker-Arm Spring  
Breaker Contact Gap—.018" to .020" (after 1000 miles of operation)  
Synchronization—27½° & 32½° Distributor Cam  
(55° & 65° Engine) Variation not to exceed + or - ¾°.  
Condenser—Part No. IG-2671A, E Capacity—.20 to .25 Mfd.  
Rotation—Counterclockwise (viewed from top of distributor)  
Manual Advance—10° (Distributor)  
Automatic Advance—Semi-Automatic—11½° at 2000 R.P.M.  
(Maximum advance in distributor degrees at distributor R. P. M.)

#### Breaker-Arm Spring

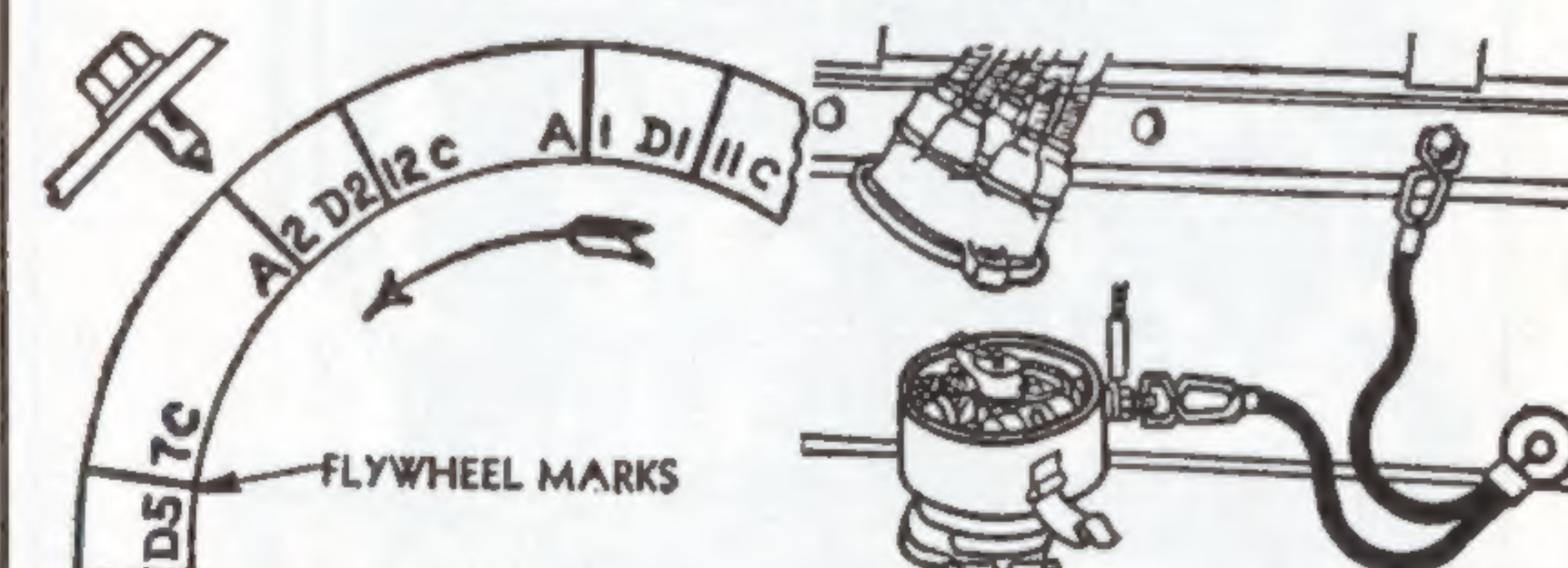


#### COIL



Auto-Lite  
No. CE-4001 L  
Two Coils Used.  
Coils mounted on  
dash. Oakes "Her-  
shey" co-incidental  
ignition switch and  
steering post lock.

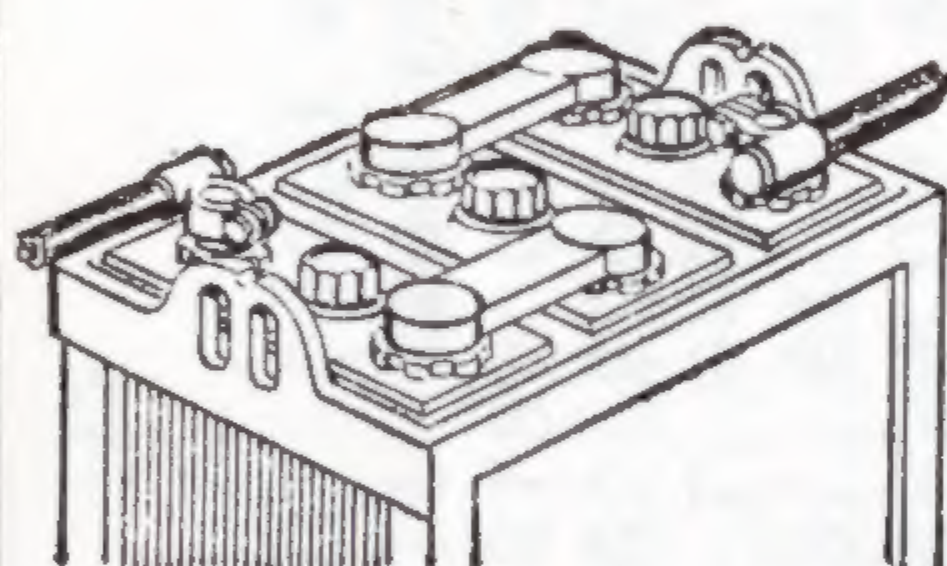
#### IGNITION TIMING



Synchronize—use rotary spark gap.  
Use Timing Lamp—Stationary contacts to open  
slightly before top dead center (for cylinder  
1R) when mark A2 lines up with pointer on  
flywheel housing. These contacts control  
right-hand coil and fire right bank of cyl-  
inders.

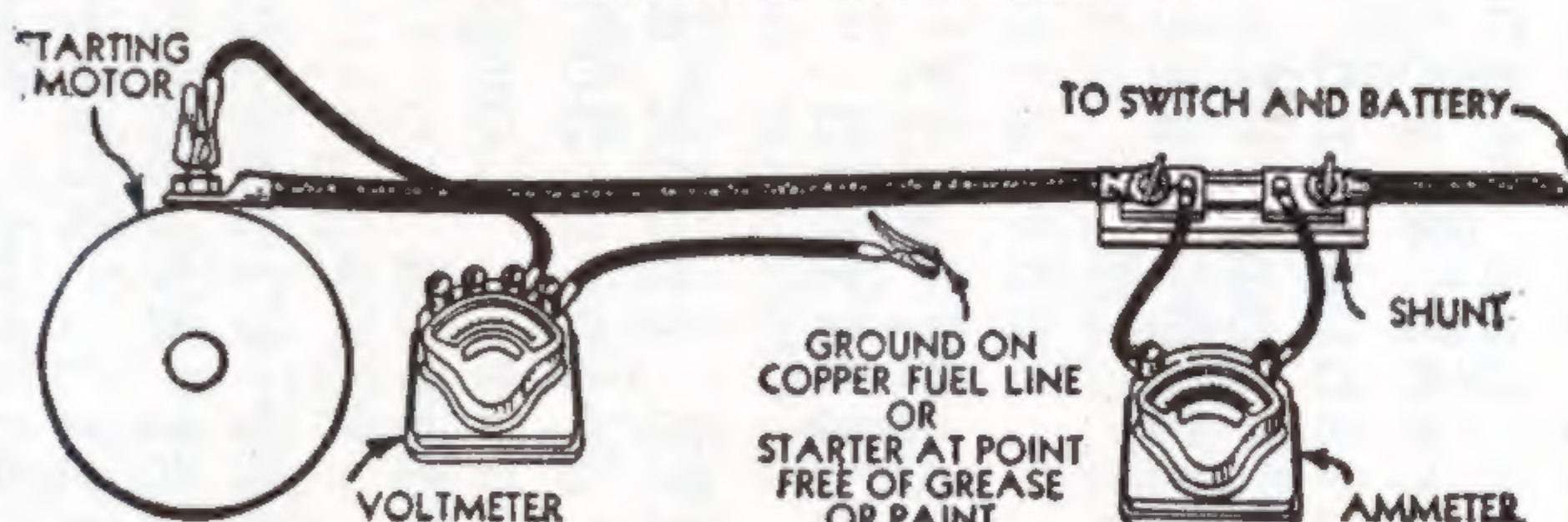
### STARTING & LIGHTING

#### BATTERY



EXIDE—Type LX15-21L  
Capacity—138 Amp. Hour.  
(20 hr. rate)  
Location—On right side  
under front floor boards.  
Ground—Negative termi-  
nal to frame.

#### STARTING MOTOR

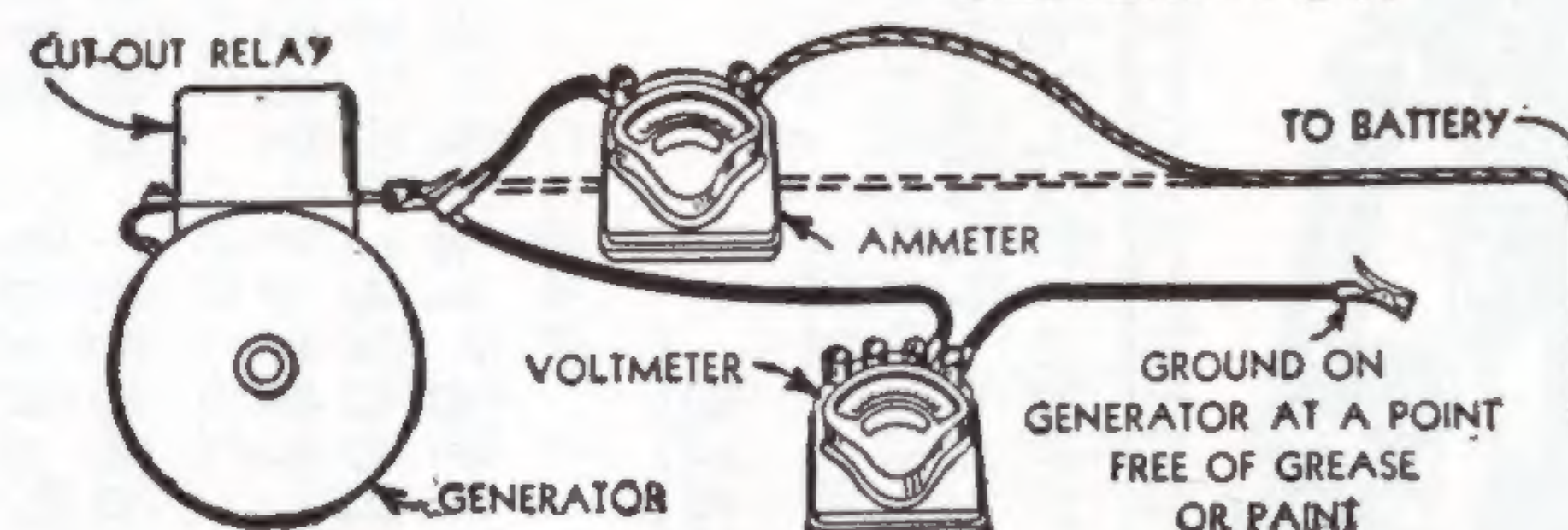


AUTO-LITE No. MAO-4001

Drive—Bendix Part No. EB-75

Free Running Speed—  
2700 (Min.) R.P.M. 44 (Max.) Amps. 5.5 Volts.  
Lock Torque (Stalled)—35 Ft. Lbs. 725 Amps. 3.0 Volts.

#### GENERATOR

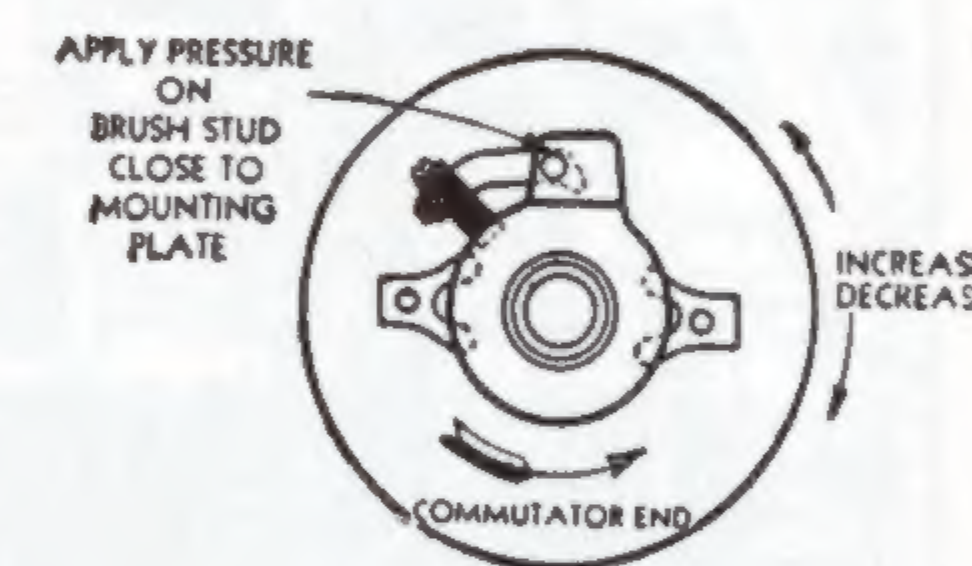


AUTO-LITE No. GBC-4001  
Maximum Generator Output:

Hot—17.2 Amps. 8.0 Volts,  
Cold—20 to 22 Amps. 8.0 Volts

Cut-Out Relay—Part No. CB-4014-L  
Closes at 7 to 9 Volts; at 425 R.P.M. (Gen.) Opens at .5 to 2.5 Amp. discharge.  
Brush Spring Tension—22 to 27 oz. (all brushes).

#### Third Brush Adjustment



Rotation—Clockwise (viewing drive end)  
Regulation—Third Brush (no thermostat)  
at 1400 R. P. M. of Generator  
These readings taken at gen-  
erator. Readings at amme-  
ter on dash will be approxi-  
mately 4 amperes lower.

### VALVES

#### CLEARANCE

Top Dead  
Center Mark  
DC 1-11

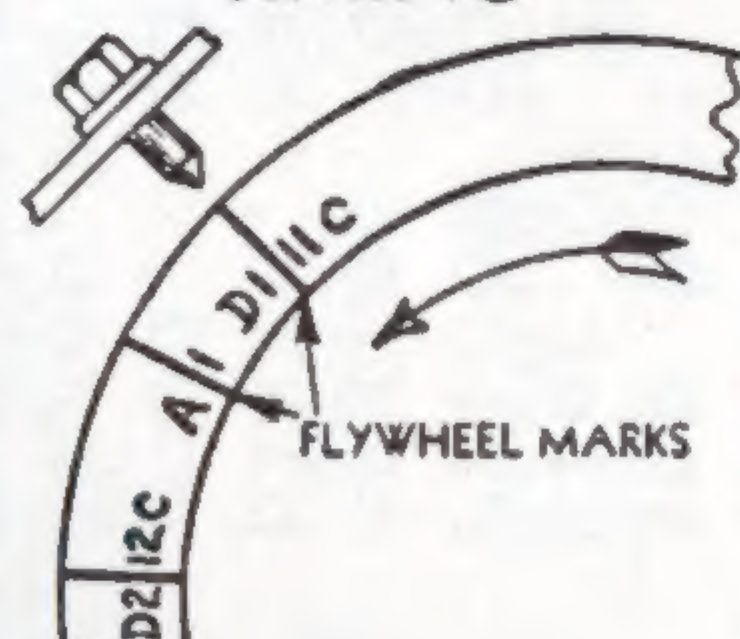
Engine Cold

Intake—.003"

Exhaust—.005"

Lash Valves at top dead  
center mark as indi-  
cated by flywheel  
marks.

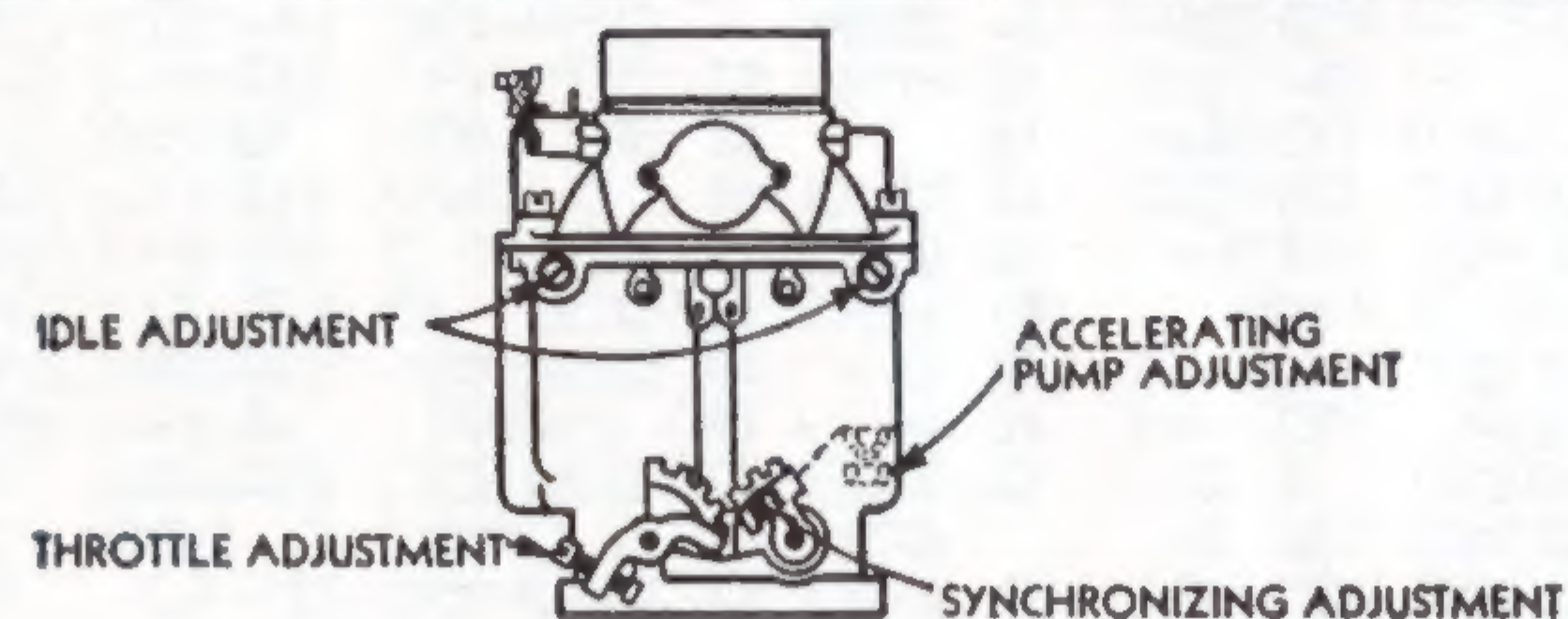
#### TIMING



Exhaust Valves close  
AT top dead cen-  
ter.

Tappet Lash for tim-  
ing: Exhaust, .004"  
(cold).

### CARBURETION



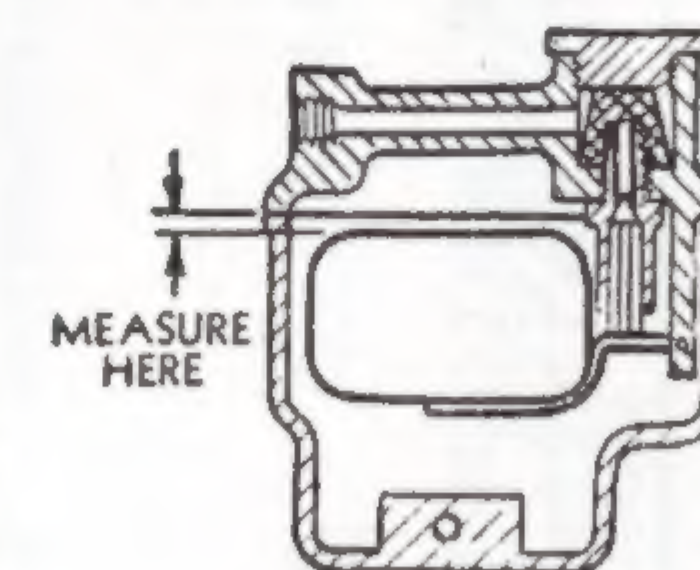
STROMBERG—Model DD-3 (No. A-16143) TYPE—Dual Downdraft  
Idle Adjustment—Open 1½ turns. Synchronize throttles.  
IN: To make rich.

Fixed Jets—Metering Jet—None used.  
By-pass Jet—Size .046" (Part No. P-15927)  
Auxiliary Metering Jet—Size .058" (Part No. P-16362)

Acceleration Pump—To reduce discharge, loosen lock nut and  
turn pump adjusting screw up (clockwise).

Seasonal Adjustment—In summer, turn pump adjusting screw  
up (clockwise); In winter, turn down (CCW).

#### FUEL LEVEL



Float Level—¾"

Measure from ma-  
chined surface of  
float chamber cover  
to top of float when  
valve is closed.

### COOLING, FUEL & OIL SUPPLY

Cooling System—  
Capacity—34 Qts. (U. S. Meas.)  
Radiator Flow—Gals. (U.S.) per min.  
Thermostat—Yes  
Temperature Gauge—

Crankcase—Capacity 12 Qts. (U.S. Meas.)  
Fuel Feed—Mechanical Pump: AC  
(Type D) No. 856259

Air Cleaner—AC Oil-Wetted\*  
(With Silencer) No. 865209

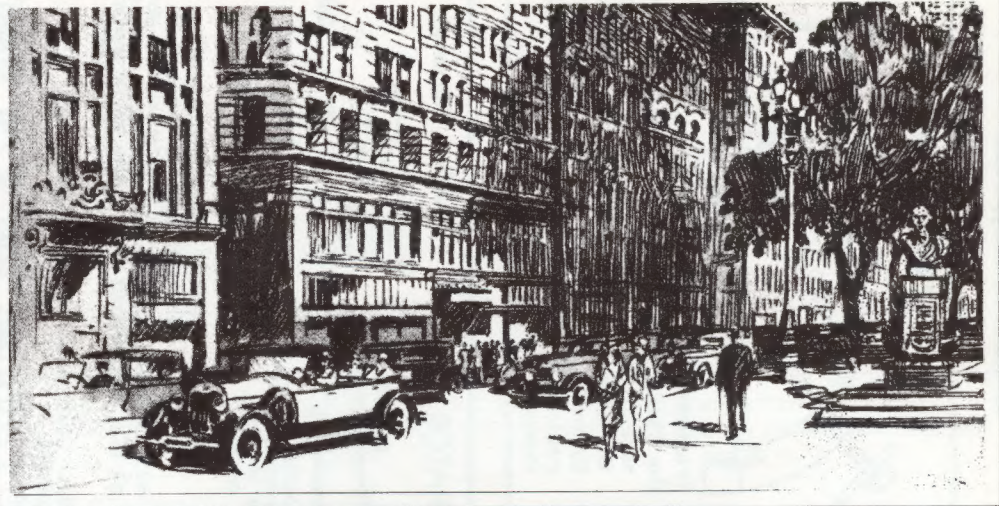
Gasoline Gauge—K-S Telegage  
Oil Level Gauge—

Oil Filter—  
Ammeter—  
Speedometer—AC NE 5030340  
Cable (86-1/16") No. 5030445

Vacuum-Operated Devices:  
Windshield Wiper—Trico  
Service Motor (Closed Models) No. RSL-503



# The Market Place



All ads submitted for inclusion in "the Market Place" must be related to those Lincolns that fall within the framework of the LOC.

## FOR SALE

- 1933 KA/B radiator shell and grill in fair condition. \$150.00 plus shipping. Contact: Greg Henkels, 418 W. Nobel Ave. #B, Santa Ana, Calif. 92707. (714) 751-5526.
- 1921-39 Headgaskets. Write your needs. Contact: M. Lynch, 18 Hastings Ave., Toronto, Ontario, Canada. M4L-2L2
- 1929 L 5 passenger sedan. Chassis and all four fenders professionally restored in Imron. Engine has brand new pistons, rings valves, cam, and timing chain. Crank & rods reconditioned, Cylinder blocks and heads are finished and painted. Good aluminum body has new wood. Car is 100% complete. \$7,500.00 or offer. Contact: Jim Reynolds, 21260 Plattsburg Dr., Southfield, Mich. 48034. (313) 356-2057
- 1930 L 7 passenger sedan parts car; will part out or sell as a whole. Contact Jim Reynolds, Southfield, Mich. (313) 356-2057.
- 1932 KA Roadster. six wheels, with trunk and rumble seat. Runs like new. Rebored, etc., and driven 3000 miles since. Have owned this car almost twenty years. Complete with side curtains and top boot. Very rare. Believed to be the only remaining roadster of 10 or 12 built.. No rust, very solid and ready to go. Priced comparable to other Classics. Polaroids: \$2.00
- 1932 V8 engine, complete with most accessories, clutch, pressure plate, carburetor (rebuilt). Never burned oil, oil pressure good, rods and mains excellent. Needs pistons. \$1,700.00. Three wire wheels @ \$50.00 each. H.S. rear end gears for 1934 and later big Lincolns, \$350.00; new throttle, gas and spark lever assemblies, 1931-32, \$150.00. Used set of perfect main bearing shells for Model L engine, may fit '31 & '32, \$150.00; Steering wheel, '31 & '32, \$50.00. Crating & shipping extra. '31 Lincoln Cowl lites, \$125.00 pair. Contact: Carl Lueder, Golf View Park, 901 NW 31st Ave, Box 15, Pompano Beach, Fla. 33060. (305) 971-8867.



## WANTED:

- 1932 KB Left bank cylinder head. Contact: George Corse, 222 Ridge-wood Road, Media, Pa. 19063. (215) 566-5042.
- Want any big open car (body only) for a large 144" w.b. chassis circa 1928-32. Can be Lincoln, LaSalle, Cad. Packard, Cole or Chrysler. Should include windshield, top bows and interior. Fenders, running boards, and hood NOT needed. Contact: Jean Pierre, PO Box 4662, Glendale Ca. 91202. (213) 240-1205.
- 1937 K 5 passenger sedan: Trunk handle, cigar liter ass'y for dash, rear vanity cigar liters, splash pan beneath grill and radiator, carburetor kit, fuel pump kit, chrome trim (complete) that separate interior windshield mouldings. Contact: John Miliken, 3221 Balmoral Dr. Sacramento, Cal. 95821 (916) 483-3680.
- 1933 KB Both cylinder heads, cigar liter knob, hood bumpers, radiator shutters, wheel lug nuts, wiper arms and blades, generator or armature, water pump drive coupling that mounts on the armature, headlie switch assembly on bottom of steering gear, front and rear bumper center bolts, front license mounting assembly, metal spring covers, carburetor throttle arm. I will accept Collect calls regarding these parts. Contact: Bob Leu, 709 Highland Ave. Marshfield, Wi. 54449. (715) 384-9440.
- 1923 L Gas cap. Contact: M.E. Hart, 3458 122 Pl. NE, Bellevue, Wash. 98005. (206) 885-3188
- 1923 L Brunn Phaeton: Complete set of front & rear bumpers with all mounting hardware. This includes one Biflex front bumper with mounting brackets that fasten onto the front chassis cross bar and shackles, and two rear bumpers with mounting hardware that fasten onto the rear frame horns. Also need a complete gas gauge assembly (magnetic style). Also looking for a Ford-Lincoln-Detroit emblem for my MOTOMETER. Contact: Rick Zobelein, 2510 Alameda, San Mateo, Ca. 94403 (415) 573-1876
- 1935 KB Landaulette: ign. coil cover, hinge mechanism for jump seats. If none available, would appreciate loan of originals for duplication. Will pay expenses. Also need horn. Contact: Charles Morreels, 924 N Colonial Ave., York, Pa. 17403. (717) 854-4336 days, 846-7633 evenings.
- TRADE 1933 Auburn cabriolet with rumble seat in excellent condition for Lincoln Coupe or Convertible in same condition, 1932 KB, '33 or '34. Contact: Sam Dibble, 45100 Thorneapple Ln. Northville Mich. 48167. (906) 339-2111; (313) 349-5270.



**LINCOLN  
OWNERS' CLUB  
1980  
National Banquet  
and Membership  
Meeting**

*TO BE HELD AT*  
The Hershey Motor Lodge  
Hershey, Pa.

October 10, 1980  
(during the Hershey Swap)

Cocktails (Cash Bar)	7:00 p.m.
Dinner (\$14.00 a plate)	8:00 p.m.

***Reservation Deadline***  
**—SEPTEMBER 21, 1980—**

*Make all checks payable to the  
Lincoln Owners' Club and mail to:*

*Dick Chapman  
3427 E. 56th St.  
Indianapolis, Indiana 46220  
317-251-6729*

All Lincoln enthusiasts are welcome